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Photograph by Vittorio Dimani

THE "CONQUEROR'S SON" CITY IS GODCHILD OF A NEW CONQUEROR

Bengasi—seaport and naval base of eastern Libia—has a name composed of the Arabic words *ben* (son) and *ghazi* (conqueror), meaning "son of the conqueror." Latest conquerors are the Italians, who have doubled the population and made the city capital of Cirenaica province. Stone and concrete houses lining the broad new boulevards have straight businesslike facades, but pleasantly shady courtyards inside. Palms grow in protected circles not on the sidewalk but in the street. Bengasi's name is typical of the Mediterranean place names with interesting derivations (Bulletin No. 4).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Burma Road Is China's Highway of Destiny

"NO THROUGH Traffic" said the British authorities in Burma when, under Japanese pressure, on July 18, they agreed to close the Burma Road for three months. But the agreement has just expired, and the British have declared that this road link between Burma and China, one of the most strategic highways in all Asia, is again open for business.

Since Japanese occupation blocked traffic through all of China's own ports and then stopped shipments to China through Indo-China, the beleaguered Chinese have had only two possible channels for receiving supplies—by the ancient "silk road" caravan trails into northwest China from the U.S.S.R., and by the Burma Road. This military highway, blasted through mountain country at feverish speed two years ago, provides the shorter route, 2,100 miles between Burma's Indian Ocean port of Rangoon and China's refugee capital of Chungking.

Adjoins Railroad "from Rangoon to Mandalay"

The best press agents for the Burma Road never saw it. Both Rudyard Kipling and Marco Polo turned phrases which now apply to an exotic highway nonexistent in their lifetimes. For this is, from China, the "road to Mandalay, where the old flotilla lay." Marco Polo, who preceded today's highway by more than 600 years over the same high mountain passes on the old "Tribute Road" trail, wrote of the gold dust in the rivers, the battlefields where Tatar crossbowmen turned back Burmese fighting elephants, and fierce mountain tribes who "dwell in sites so wild and strong that no one can get at them to meddle with them."

For Kipling, the "road to Mandalay" was the Irrawaddy River, which he traveled by boat from Burma's chief port, Rangoon. Now, a railroad runs almost due north from the port to Mandalay, from which it extends northeastward to the railhead town of Lashio. The Burma Road is the vital highway link from Lashio to the nearest large Chinese city, Kunming (Yunnanfu), important capital of China's southwesternmost province, Yunnan. From there an all-Chinese road, opened in 1935, carries traffic to Chungking on the Yangtze River.

Suspension Bridges over Salween and Mekong Rivers

The crow's-flight distance from Lashio to Kunming is 400 miles. The speedometer distance measures 688 miles. For the road winds in hairpin loops along landslide-threatened cliffs, goes roller-coasting up and down over a dozen mountain ranges, and drops into and climbs out of two of the most spectacular river trenches of Asia.

In sparsely inhabited southwestern China, thousands of men, women, and children volunteered to work with their hands on this vital highway, clawing at mountains with hoes and hammers. Additional thousands were conscripted from more distant territory. Many had never seen a motor vehicle until trucks began to roll over the road they had built, as sedan-chairs over stone-paved footpaths were still the accepted mode of travel (illustration, next page). The construction gangs had little modern road-building equipment except dynamite; instead, they used such crude implements as "steamrollers" of cylindrical boulders pulled by water buffalo.

The southernmost sixth of the Burma Road is in Burma, under British control. From Lashio it winds northward 120 miles to the Chinese frontier at Wanting,

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Photograph by Richard B. Hoit

TWO ISLANDS MAKE A HARBOR IN THE BAHAMAS, AND THE HARBOR MAKES A CAREER FOR NASSAU

Between the Atlantic Ocean on the east and the Straits of Florida on the west, the low-lying coral islands of the Bahamas are swept by storms which even blow birds from the trees out to sea. But narrow Hog Island catches the surf on its white bathing beaches (left) and serves as a protective barrier sheltering the quiet channel between it and New Providence Island (right). The channel's clear blue-green waters, streaked with clearly visible sandy shoals and rippled with incoming currents (lower left), make such a fine harbor that Nassau on New Providence has grown to be the Bahamas' chief city. The main street is Bay Street, running along the waterfront. Yachts, fishing boats, and a four-masted schooner lie at anchor like toys in the harbor (Bulletin No. 3).

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England's Plans Parallel Old Blueprints for Defense

ENGLAND scans the future hopefully for a parallel to past history, when October's autumn storms in the days of Queen Elizabeth brought the people relief from fears of invasion.

The King of Spain was the menace at that time. Apprehension was so great in 1592 that the English kept in readiness a series of signal beacons, to be lighted in sequence to flash to London the warning that the Spanish fleet was approaching. With the coming of bad weather in the fall, however, immediate fears of invasion lessened, for on October 23, 1592, the Council ordered that the beacons be abandoned until spring.

French Channel Ports Threatened England in 1593

The defense plans of Elizabeth's England 350 years ago had other similarities to the 1940 situation. Blockade, embargo, and economic pressure were employed then, as now. A royal proclamation issued September 16, 1591, had banned the export of any ordnance of brass or iron without special license. British merchants were also prohibited from shipping any grain out of the country without special permission. It was explained that the King of Spain lacked these necessary food supplies and munitions of war.

When the long-threatened invasion loomed again in the early spring of 1593, Sir Robert Cecil rose in the House of Commons on February 26 to warn that Spain was just across the English Channel. The Spaniards were striking at England through France, he pointed out. They were in control of most of the French Channel ports, to which they were sending supplies daily, and which were being reinforced every four or five months.

While holding his troops and navy in readiness for attack at these ports, Cecil warned, the King of Spain was at the same time preventing England from receiving needed supplies from the ports of La Rochelle and Bordeaux.

Sir John Fortescue then related how England had been fighting with money as well as men. The British were assisting France against the latter's Spanish invaders with both troops and funds to an amount, in 1940 values, of about $5,000,000. This roundabout strategy benefited England by keeping the Spanish too busy in France to attack the island kingdom.

Drake Fought Off Invasion with Fire

Queen Elizabeth, when dissolving Parliament six weeks later, said that she did not fear the King of Spain, despite his threats and vast preparations, though he might besiege England with a navy greater than his famous "invincible" Armada of five years before. But she cautioned the lieutenants in charge of home defense in the counties to keep the people well armed and alert for any developments.

One reason for English confidence in 1593 was the failure of Spain's earlier invasion plans in 1588. Sir Francis Drake (illustration, next page) was the hero of England's defense on that occasion. The King of Spain had concentrated an army on the shores of the Spanish-controlled Netherlands, where the Prince of Parma gathered 200 flat-bottomed boats especially built to transport 30 cavalry horses each. Then the much-vaunted "invincible" Spanish Armada sailed into the English Channel to get control of those waters and convoy the army from the Netherlands to England's shores.

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through jungle-clothed hills, rice fields, and steaming lowlands haunted by malaria and tigers.

In China the narrow road, varying in width from eight feet to twenty-four, curves around mountain ledges and twists up towering ranges to the watershed west of the Salween River, nearly 10,000 feet above sea level. Then the road drops dizzily into the Salween's deep gloomy valley, to cross the rushing river on a new suspension bridge of steel and concrete. Within 40 miles of air-distance, the mountain climb-and-drop is repeated, to cross at right angles the crest of another range and pass over the prodigious gorge of the Mekong River by a similar bridge. Between these river giants of western China lies the high plain of Paoshan, described by Marco Polo. After skirting the ancient town of Tali and its lake, the road turns southeastward to Kunming, crossing a less rugged plateau which slopes down from an altitude of 10,000 to 6,400 feet.

Note: The forthcoming November, 1940, issue of the *National Geographic Magazine* will contain an illustrated article, "Burma Road, Back Door to China." A sketch map accompanying the article shows the route of the road. Additional material on the territory appeared in "The World's Greatest Overland Explorer" (Marco Polo), November, 1928. See also in the GEOGRAPHIC NEWS BULLETINS for January 23, 1939: "First Burma-Yunnan Highway Opens Another Back Door to China."

For place names on the Burma Road see The Society's Map of Asia (paper 50¢; linen 75¢).

Bulletin No. 1, October 21, 1940.

Photograph by Dr. Camillo Schneider

YUNNAN TRAVEL WAS AN ORDEAL TO TAKE SITTING DOWN

In Yunnan, China's southwesternmost province, opium has been the "Black Gold" of commerce because it is the commodity most easily transported over the tortuous mountain trails. Hitherto, travelers have used the sedan chair, as in Marco Polo's day, carried along roughly paved footpaths by sandaled porters who had rarely seen an automobile. Now the Burma Road has been carved out of mountains and carried across valleys on embankments and culverts.

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New U. S. Defense Bases: The Bahamas and Jamaica

(This is the third of a series on the defense bases.)

The Bahamas Are Stone's-Throw Neighbors of Florida

WHILE Ponce de Leon was searching for Florida and the Fountain of Youth, he bumped into the Bahamas; two sister islets of this group still bear the Indian name for Florida—Bimini. These bits of the British Empire lie only 60 miles from the United States, off Florida's coast. This stone's-throw proximity gives them value as a United States defense base.

Another factor is their position at the Straits of Florida, by which U. S. shipping reaches Key West, the Gulf of Mexico, and Cuba. More important is Crooked Island Passage, a deep-water channel between Long Island and Long Cay, by which ships from North Atlantic ports thread their way through the Bahama archipelago toward the Panama Canal.

This traffic jam of islands across the Caribbean's northern entrance comprises a jumbled assortment of barren reefs, cays, low-lying tropical islands, and rocky islets numbering more than 3,000 in all, on both sides of the Tropic of Cancer (map, next page). Not one out of a hundred is inhabited.

When Columbus in 1492 sampled America for the first time at San Salvador (the eastern island now known as Watling) he found the Bahamas peopled with Indians. But Spain depopulated the islands in search of slaves for mines in Hispaniola. Now four out of five of the 68,000 inhabitants are negro descendants of African slaves, many proudly retaining their tribal traditions.

The largest island is Andros, 104 miles long. Ex-Prime Minister Neville Chamberlain once managed a sisal plantation there. The island of New Providence (20,000 inhabitants) is the site of Nassau (illustration, inside cover), the capital, with its colorful winter resort colony and its status as administrative center, under the recently appointed Duke of Windsor.

Note: See the following articles in the *National Geographic Magazine:* "Bahama Holiday," February, 1936; "Coral Castle Builders of Tropic Seas," June, 1934.

Jamaica: Green Island Key to Caribbean Color and Commerce

HALFWAY between Florida and South America lies a British island about Connecticut's size, whose three counties have the orthodox English names of Cornwall, Middlesex, and Surrey. But its mountainous 4,400 square miles are green with such un-English foliage as banana and coffee trees. For Jamaica is typical of the Caribbean tropics, complete with coconuts, Jamaica ginger, fragrant all-spice, oranges, and cocoa. The largest of Britain's West Indies possessions, Jamaica has 1,173,000 inhabitants, the greatest number of British subjects in the Western Hemisphere with the exception of Canada. Negroes predominate. Fewer than one-fifth of the population are whites, and there are about 20,000 East Indians.

The United States' defense base in Jamaica will be the only one actually within the Caribbean. To its strategic value with regard to the Panama Canal, lying 550 miles to the south, (map, next page) is added the fact that Jamaica overlooks all possible sites for a second Isthmian canal across Nicaragua.

On his 1494 second glance at the New World, Columbus found the island which Indians called Xaymaca. Spain lost it to Britain in 1655. Abundant wealth

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But Sir Francis Drake sent flaming fireships drifting into the Armada's midst, and the Spanish vessels scattered in confusion to escape catching fire. Then English admirals, after exhausting their own ammunition supplies, herded their battered quarry toward the shallows and reefs of the Netherlands coast, away from England. Storms blew the Armada out into the North Sea, and half of them were lost before regaining Spanish ports.

A 1940 analogy to the Prince of Parma's cavalry-carrying flat boats moored on Netherlands shores was the concentration of barges reportedly observed this year in German-held Channel ports. The Nazi barges were apparently built to carry tanks, as well as other munitions and men.

Note: For information on Sir Francis Drake and the sites of Elizabethan England's defense measures, see the following articles in the *National Geographic Magazine:* "Along England's Harassed Coast," August, 1940; "Pilgrims Still Stop at Plymouth," July, 1938; and "Down Devon Lanes," May, 1929.

Plymouth, the port from which Sir Francis Drake sailed to defeat the Spanish Armada, is one of the many historic place names on The Society's decorative "Pilgrim's Map of the British Isles," which may be ordered for 50¢ on paper or $1.00 on linen.

Bulletin No. 2, October 21, 1940.

Photograph by Maynard Owen Williams

HIS DEFENSE FEATS PUT AN EXPLORING ADMIRAL ON A PEDESTAL

The bronze statue on Plymouth's parklike waterfront, where he was once mayor, shows Sir Francis Drake with a terrestrial globe at his right, to recall his globe-girdling voyage of two years and ten months in the good ship *Golden Hind*—the first accomplished by an Englishman. In defense of Queen Elizabeth's realm, he cruised the Spanish Main as a privateer, attacked part of Spain's fleet in its home harbor of Cadiz, and set fireships to rout the Armada sailing into the English Channel, himself capturing a large galleon.

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Headlines Dip into the Mediterranean's Ancient Geography

DOES the newspaper reader today recognize Alexander the Great and his 2,200-years-dead half-sister haunting the headlines? Egyptian khedives, Greek emperors, and Arab conquerors of centuries past have shaped the names of African and southern European spots which are date lines for the news of today. And words that dead Phoenicians used are broadcast by radio news commentators. As the pace of conflict quickens in the Mediterranean theater of war, news reports refer to place names whose meanings are hidden from American readers by Arabic, Greek, Phoenician, Semitic, Turkish, or Latin derivation.

NILE—Egypt. Phoenicians referred to the course of Egypt's river as *Nahal* (the valley); Greeks modified *Nahal* to *Nilus*, which became Nile in English.

CAIRO—Egypt. A contraction of the original Arab name, *Masr el-Kahira* (the victorious capital), bestowed when an Arabian conqueror who founded the city in 970 A.D. saw Mars, planet of war and victory, appear in the skies.

ALEXANDRIA—Egypt. Named for Alexander the Great, conquering king of Macedonia. The first and greatest of 12 cities which he founded 22 centuries ago, bestowing his own name on each.

PORT SAID—Egypt. Vital port at the northern entrance to the Suez Canal. Named for Said Pasha, khedive of Egypt when the Canal was begun in 1859. *Said* means "the fortunate" in Turkish.

ISMAILIA—Egypt. British defense-headquarters on the Suez Canal. So-called in honor of Ismail Pasha, Egypt's extravagant khedive, 1863-79.

BENGASI—Libia. See illustration, cover.

TRIPOLI—Libia. Capital of western Libia and chief city of the whole colony. From the Greek *tripolis*, "three cities," because an ancient tri-city council met there.

MALTA—A corruption of the Phoenician word *melita* (refuge). The island won this name because of its excellent harbors.

GIBRALTAR—British fortress at the western gate of the Mediterranean. Named from the Arabic, *gibel-al-tarik* (the mountain of Tarik). Tarik, a one-eyed Berber chief, captured the rock in 711, thus opening the way for the establishment of Moorish power in Spain.

PALESTINE—From the Greek *Palaestina* (land of the Philistines). Philistine means "stranger."

HAIFA—Palestine. See illustration, next page.

JAFFA—Palestine. Was the Semitic word *jophe* (the white, shining place), from a bold cliff of white chalk.

TEL AVIV—Palestine. From the Arabic *tel* (hill) and *aviv* (spring), hence "hill of spring."

BEIRUT—Syria. From the Semitic *B'eroth*, meaning "springs."

DODECANESE—Predominantly Greek-populated but Italian-controlled group of islands. From the modern Greek *dodeca* (twelve) and *nisi* (island). Now, however, the group name covers 13 islands, instead of 12.

RHODES—Dodecanese Islands. Main island, capital, and Italian naval base. From the Greek *rhodos* (rose), therefore "island of roses."

ATHENS—Greece. Named after Athene, goddess of wisdom. Some authorities guess that her name comes from the Greek root word *ath*, "a long-handled spear," a weapon which Athene traditionally carried.

THESSALONIKE (SALONIKA)—Greece. Salonika is a contraction of

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of sugar and rum soon earned it the title of England's "Pearl of the Caribbean." Bananas are now the chief crop, with coffee from the lofty Blue Mountains in the rugged island's eastern end also competing in value with the traditional sugar products. Pungent ginger, the "root that made Jamaica famous," has now dropped back to seventh place among the island's exports.

The chief city and capital, Kingston, has 62,000 inhabitants—rivaling all the Bahamas. Its spacious sheltered harbor on the island's dangerous southern coast serves as a British naval base and a center for Caribbean shipping. It is a port of call also for Pan American Airways.

Note: See also in the *National Geographic Magazine*, "Jamaica, The Isle of Many Rivers," January, 1927. The Society's map of the Caribbean region, as well as the map of the Atlantic Ocean and the territories surrounding it, may be ordered for 50 cents each on paper (75 cents, linen).

Bulletin No. 3, October 21, 1940.

Drawn by A. H. Bumstead

ISLANDS FORM DEFENSE TEAM IN FOOTBALL FORMATION PROTECTING PANAMA CANAL

The "line men" are the Bahamas, spread along a 630-mile line from Florida southeast to Hispaniola (the island of Haiti and the Dominican Republic). Nassau, the capital, is indicated on the island of New Providence some 180 miles southeast of Miami Beach. Jamaica occupies a vital spot in the "backfield," commanding the important passages into the Caribbean—Yucatan Channel to the northwest, Windward Passage to the northeast, and Mona Passage to the east. Windward Passage, the 45-mile-wide bottleneck between Cuba and Hispaniola, is the important short-cut from the Canal to New York, 1,974 miles away.

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Navy Day Shows Off the Battleship, a Town Afloat

NAVY DAY, October 27, is the annual occasion for turning all eyes on the U. S. Navy, to see what condition the fleet's in. While noting the thickness of armor plate or displacement tonnage of America's fighting ships, it may be worthwhile to observe also their human side—which is, of course, the inside.

The Navy's floating fortresses have much equipment that is less warlike than guns but fully as essential. For the modern warship, aside from its main function as a fighting machine, is a floating community which must be wholly self-sufficient for weeks at a time.

Meals Prepared by Mass Production

A battleship's full complement of about 1,200 officers and men needs supplies and services almost as varied as those of the average town. Three meals a day must be served seven days a week. The large quantity of food required at each meal is indicated by the equipment of the kitchens or ship's galleys which, among other utensils, includes a dozen enormous 60- or 80-gallon soup kettles.

Machines peel the potatoes and onions. The chief cook and his several assistants preside over three electric ranges, three electric cooking tops, four 3-deck electric roasting ovens, five electric fry kettles of 90-gallon capacity, ten electric griddles, and several ice cream freezers. Other equipment includes an electric coffee grinder, a dish-washing machine, and a tumbler drier. Garbage incinerators now cheat the sea gulls and fish, chiefly because to dump floating refuse might inform an enemy of the ship's course.

The bakery would be a credit to the average small town, both in size and in equipment. The daily output of 170 pies or other pastries brings to the electric mixers 100 pounds of flour, 45 pounds of shortening, two pounds of salt, five gallons of water, and other ingredients in proportion. The loaves of bread weigh two pounds apiece, and the bake shop must turn out at least 240 such loaves, seven days a week. On cake days the demand is for twenty cakes, not of the ordinary household size, but measuring a foot and a half by two feet.

Main Street Ahoy

The butcher shop has two meat blocks, a meat grinder, an electric meat-slicing machine, an electric meat-, bone-, and fish-cutter, and large electric refrigerators in which other perishable foods are also kept. The ship has its own ice-making equipment.

The barber shop has six barber chairs. The shoe shop is mechanized with stitching machine and patching machine. There are a blacksmith shop, an electrical shop, a foundry with pattern-making equipment, a machine shop, carpenter shop, and metalsmith shop with electric welding machines.

The size of the battleship community's "office building" can be estimated from the office equipment, which includes about seventy desks and thirty typewriters, fifty filing cabinets, book cases, and safes, in addition to mimeographing, adding, and calculating machines, and office supplies of all kinds.

It is doubtful if the average town of 1,200 ashore has a printshop comparable to that on a battleship, which is equipped with the latest improved printing presses and linotype machines.

There is also the ship dentist's office with a modern dentist's chair and all the

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Thessalonike, who, as half-sister of Alexander the Great, was honored by having the important Macedonian port named after her.

ISTANBUL (CONSTANTINOPLE)—Turkey. The preferred name for the country's largest city was originally the name of only one section, from Greek words for "into the city." According to another derivation, Istanbul is a corruption of the Turkish *islam* (true believing) and *bol* (copious): hence, "abounding in the true faith." Constantinople, the name bestowed by Constantine the Great when he founded the city in 328 A.D. on ancient Byzantium's site, is from his name and the Greek *polis* (city): therefore, Constantine's city.

DARDANELLES—Turkey. Narrow waterway from the Aegean Sea to the Sea of Marmara. So-called after the old Greek city of Dardanus, which once stood on its shores, and was named for the legendary son of Zeus and Electra.

BOSPORUS—Turkey. Short strait joining the Black Sea and the Sea of Marmara. Name is made up of the Greek words *bos* (ox) and *poros* (a ford) and thus is Greek for the English, Oxford. According to legend, Io, changed into a heifer by Zeus and pursued by a gadfly, swam across the strait, and from this event the waterway took its present name.

SEA OF MARMARA—Turkey. From the Latin *marmor* (marble), because marble was obtained from an island in it.

Note: See also: "The Rock of Gibraltar" in the *National Geographic Magazine* for September, 1940; "Wanderers Awheel in Malta," August, 1940; "By Felucca down the Nile," April, 1940; "Transformation of Turkey," January, 1939; and "Ageless Luster of Greece and Rhodes," April, 1938.

For location of the place names mentioned above, consult The Society's maps, "Central Europe and The Mediterranean," (1939) (50¢ on paper; 75¢ on linen), and "Classical Lands of the Mediterranean," issued as a supplement of the March, 1940, issue of *The Magazine* (50¢ on paper; 75¢ on linen). The latter issue was devoted chiefly to Mediterranean countries.

Bulletin No. 4, October 21, 1940.

Photograph by W. Robert Moore

OUTSIDE THE CITY NAMED "SHELTER," "SHELTER" MEANS TENT

From the Hebrew word *khafah* ("shelter") came the name of Haifa, because the city occupied the sheltered side of Palestine's chief natural harbor. High-tension power lines, a railroad track, and an airplane hangar (background, right) show the modern tempo of ancient Haifa, now Palestine's leading industrial city, but on the outskirts Bedouins camp under a shelter typical of nomads since Abraham's time—a tent of dark goat's hair.

accessories, including his own X-ray machine. The surgeon has his operating table, surgical beds, electric bacteriological incubator, and other provisions for the care of the sick in his own hospital or "sick bay."

Equipped from Collar Shapers to Soda Fountains

A small hotel could be equipped with the battleship's 150 tables, 250 chairs, rugs, sofas, china cabinets, silverware, glassware, carpets, table linen, bedding, electric fans, and floor-waxing machines. The one missing item would be beds. Tiers of narrow bunks, three deep, are the standard sleeping equipment.

One feature that would measure up to requirements of many large hotels is the ship laundry, adequately equipped with washing machines, starch kettles, flatwork ironer, collar shaper, drying cabinet, and other machinery.

Entertainment aboard ship is contributed by a band of twenty to twenty-four pieces, as well as radio receiving sets. Each battleship has moving picture equipment. Ships also have their own cameras for making motion and still pictures, with the necessary darkroom equipment for developing. At the soda fountain, ice-cream sodas and other soft drinks are listed at less than land prices.

Note: For additional material on ships see "Ships, From Dugouts to Dreadnoughts," in the *National Geographic Magazine* for January, 1938, which contains 16 ship illustrations in gravure from etchings by Norman Wilkinson. Enlarged reproductions of the pictures in soft gravure on heavy art paper (11" x 14") may be purchased for $2.00 a set.

Bulletin No. 5, October 21, 1940.

Photograph courtesy U. S. Navy Recruiting Bureau

A BATTLESHIP PARADE IS ALSO A ROLL CALL OF STATES

While cruisers are named for large cities and gunboats for smaller ones, battleships bear the names of States. The *U.S.S. Pennsylvania* (foreground) was commissioned 24 years ago. The scene on its foredeck, framed between 14-inch guns, shows bluejackets busy with the anchor chains. Ahead of it sail the *U.S.S. New Mexico* (center) and the *U.S.S. Nevada* (right of center).

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